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Hongkong, 7th August, 1908. 781

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## NOTICE TO CORRESPONDENTS.

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Editor, not for publication but as evidence of good  
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## BIRTHS.

On August 30th, at Shanghai, the wife of J. P.  
Rogers, of a daughter.On August 31st, at Shanghai, to Mr. and Mrs.  
J. T. WYNNE BROOKS, a daughter.

## DEATHS.

At the Matilda Hospital at 4.30 yesterday after-  
noon, NORA EMILY LANGLEY, widow of Peter  
Langley. Funeral will pass the Monument 5.30  
p.m. to-day.On August 28th, at the Shanghai General  
Hospital, LAURA WINNIFRED CLARK, aged 1 year  
and 9 months, beloved daughter of James and  
Ida Clark, I. M. Customs.On August 30th, at the General Hospital,  
Shanghai, Captain DANIEL A. MACDONALD,  
Pilot, aged 48 years.HONGKONG OFFICE: 10A, DES VEXES ROAD  
LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1908.

We would not expect to find in a Canadian newspaper any support for the idea that flour milling can be profitably carried on in the Orient; but we gather from reports concerning milling operations and the wheat market in Manchuria that the Canadian view that flour milling in this part of the world is necessarily bound to be a failure is one which is open to question. The collapse of the Hongkong Milling Company may be "one of the most spectacular episodes in the history of the industry," but the general question cannot be decided by a single incident. "The Orient" is a large territory, and when the Canadian press tells its readers that the assumption of those who think that the Chinese and Japanese will be able to manufacture their own flour is "based on the usual sophistry that the most favourable place to manufacture is where the consumption exists," they ignore the fact that this is not necessarily in opposition to the theory that the nearer a plant is to the source of supply of raw material the better chance it has of profitably working. "The Orient" is not remote from fertile regions containing vast possibilities of

wheat production, and milling operations have been developing on a very large scale in Manchuria. Indeed, few people in China have any adequate conception of this development, but they may find in Mr. PUTNAM WEALE's latest book a good deal of illuminating information on the subject. At the time of the Russo-Japanese war there were eighteen respectable steam flour mills in Central and Northern Manchuria, having a maximum output per twenty-four hours of 3,150,000 English pounds, or roughly 1,400 tons a day; and a rough Russian estimate placed the number of big native flour mills in Kirin alone, at 400. Elsewhere in his book Mr. WEALE mentions the organisation of a Manchurian Flour Trust with an indefinite number of millions as capital, which was intended to swamp the whole of Eastern Asia with Manchurian flour. But the author endeavours to show in the first place that, owing to Government restrictions on the export of flour as well as rice, Manchurian flour has but one field—the eighteen provinces of China, and he argues, moreover, that Manchurian flour cannot compete with American flour in China. The best quality of American flour according to the figures he quotes, appears to be materially cheaper in the Far East than the best quality of Manchurian flour on which no transportation charges have been paid; whilst the poorest grades of Manchurian flour which are delivered by the Harbin mills, although cheaper in Manchuria, would probably be (on the basis of the figures quoted by the author), very little so after having been transported by rail and steamer to other places. Mr. PUTNAM WEALE's prices, however, are the prices of a year or two ago, but to-day, with a low dollar, Manchurian flour seems to be deriving the advantage. The Japanese, who have a big flour mill at Tieling, are confident of capturing the market in South Manchuria. More steam mills are being erected at Yinkow, Mukden and Antung, and it is anticipated when these are working the price can be still further reduced, and that "it will not be difficult to effectually check the importation of foreign flour and to crush the native hand mills which are scattered all over the provinces." There can be no doubt that flour milling in Manchuria is destined to become an enormous industry. Russian business methods are poor, and most of the Harbin mills are under a heavy burden of debt, and they necessarily have to keep prices fairly high, but even Mr. PUTNAM WEALE confesses that in Japanese hands the Harbin mills would immediately become a very considerable source of wealth. In South Manchuria, where there is a vast expanse of fine wheat-growing country, the Japanese have their opportunity. Harbin flour does not seriously compete in the South Manchurian markets, and preferential railway rates apparently give the Japanese milling companies a great advantage over the foreign flour merchants. The Manchurian Flour Mill Company, according to a statement reported to have been made by Mr. Goro, who is prominently connected with the company, has the benefit of a loan of 100,000 yen from the Yokohama Specie Bank without any security, while "the Eastern Chinese Railway is carrying the company's goods at half the regular freight, and the South Manchuria Railway Company is also giving assistance to the company in various directions." This is an interesting admission, which we imagine has not passed unnoticed by some of Japan's competitors in the markets of Manchuria. There can no longer be any doubt after this that Japanese traders are receiving preferential treatment on the Manchurian railways; and if it is by this means that foreign flour is excluded from the markets we may expect to hear of diplomatic remonstrances. But the point we wish to emphasise is that the competition of flour mills in the Orient is becoming a factor that the Canadian and American mills cannot afford to disregard.

Most of the military mishaps at Kowloon have been rectified.

The steamer "Sirogon," a victim of the memorable typhoon, which was purchased by the Hongkong and Whampoa Dock Company after she had been raised from the bottom of the sea, has been sold to a French firm.

The Directors of the Hongkong Hotel Co., Ltd., recommended a dividend of 6 per cent. for the half-year ended June 30th. The report and accounts, which are reproduced in another column, show a substantial improvement in the earnings compared with the corresponding half of last year.

Very little attention has been drawn to the great improvement effected by the P. W. D. on Kennedy Road. The gradient near the washmen's houses has been reduced, the stream has been properly bridged, and the dangerous turn improved. Cyclists and horsemen will appreciate the new conditions.

The French Mail of the 4th August was delivered in London on the 3rd inst.

The *Crescent* cruiser, Capt. C. F. Henderson, embarked relief at Portsmouth for the China station, and left on August 6th.

The accumulation of cases at the Supreme Court does not seem to be lessening. The two motions in the Reuter, Broekmann and Co.'s action have occupied the whole of this week and are not concluded yet.

With reference to recently current rumours in Shanghai, it is stated that legal proceedings will shortly be instituted in the matter of the charges that have been publicly made against his Honour Judge Wilby.

The contract for beef for the German Government in Tsingtau, for the ensuing twelve months, has been awarded to the North Queensland Meat Export Co., Ltd., Townsville. These pickers were the successful tenderers last year.

Sir Pelham Warren, K.C.M.G., H. B. M. Consul-General at Shanghai has gone to Weihaiwei for one month. The British Consulate will in the meantime be in the charge of Mr. F. E. Wilkinson, the Vice-Consul.

Members of the Volunteer Reserve Association are reminded that practices will be held at King's Park Range to-day and Sunday and on each Saturday and Sunday until further notice, for the purpose of choosing a team from the best shots in the Colony to compete against teams in Shanghai, Singapore and Penang, for the Interport Challenge Trophy. Practice and pool shoots will be held at Park Range to-day and Sunday and on the following Saturday and Sunday.

Yesterday afternoon a Venerable Archbishop Banister presided at a meeting of the Hongkong Church Missionary Society held by kind permission of Mr. A. Bryer at his residence "Tanderagee," the Peak. After tea, addresses were given by Miss L. Bryer and Miss H. B. Rold of the Church of England Zenana Missionary Society, both of whom have been engaged for several years in missionary work in the Province of Fuhkien. There was a good audience which followed with interest the remarks of the speakers.

We are informed that Messrs. Wm. Meyerink and Co. have taken over the Hongkong agency of the Ascham and Munich Fire Insurance Company. The accumulated savings of this company amount to \$350,000, the figure at which they stood before the San Francisco disaster, and an unappropriated balance of \$20,153 has been carried forward to the current year's account. The premium reserve has been increased from \$103,181 to \$181,821. The total funds, apart from unclaimed capital, amount to \$1,040,097.

We believe the Reuter's telegram published in our yesterday's issue reporting the arrival on the *Mersey* of a specially constructed Japanese ship for the conveyance of submarines is not strictly accurate. We gather from recent Home papers that this ship, has been built for Messrs. Vickers, Sons and Maxim, and that her first commission will be to take out the Japanese submarines. The steamer has been specially built for the purpose of transporting submarines to distant countries, and when not in use in this way the vessel is to be employed in carrying guns and gun mountings from Barrow to Royal Dock yards. The vessel is 270 ft. long, with rather generous beam, and large holdways. She will be submerged and the submarines will be floated in. Then the hull will be pumped dry, and the submarines made secure for their long voyage.

Death has removed another well known figure from our midst, says the *Shanghai Mercury*, in the person of Captain D. A. MacDonnell, who succumbed at the General Hospital from a stroke of paralysis. The deceased was well known along the whole China Coast, where he was constantly piloting foreign men-of-war as well as other vessels. He was also well known as Yangtze pilot and in his time has taken some of the biggest ships that have ever gone up river up to Hankow. The deceased was an Irishman by birth, forty-eight years of age, and first settled in China about twenty years ago, when for several years he was in the employ of the C. M. S. N. Co., which service he left to take up piloting. He was well liked for his hearty and genial manner and was a welcome addition to any company. His last active service was a few weeks ago, when he piloted the Brazilian cruiser *Benjamin Constant* from Shanghai to Hongkong.

Constable Taylor, who has served with the Hongkong Force for about eighteen months, died in the Government Civil Hospital on Thursday night, it is believed from sunstroke. On Thursday deceased was on duty at the Canton wharf, and when his time was up he went to No. 5 Police Station to see P. C. 93, with whom he was to take a trip to Shataukok on the following day. While sitting on a bed he fell to the floor. When his friend picked him up he began to vomit, and then gradually became unconscious. It was not long before that he appeared to revive, and then he was given a bottle of soda water, which he drank. After this he again collapsed, and became so violent that it took a number of men to hold him. He was strapped to an ambulance and removed to hospital, but the efforts of the doctors were unavailing, and he passed away on the night mentioned. He was interred in the Happy Valley cemetery last night, a number of members of the Police Force and many Masons attending to pay their last tribute of respect. The burial service was conducted by the Rev. C. H. Hickling.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## DISTRESS IN KENT.

London, September 4th.

Great distress prevails among the hop-pickers in Kent. Upwards of 30,000 are in a state bordering on starvation.

## OBITUARY.

London, September 4th.

The death is announced of Lord Sackville, who was for many years in the diplomatic service, serving successively as Minister to the Argentine Confederation 1872-78; to Spain, 1879-81; and to the United States, 1881-88.

The death is also announced of Sir Edward Walter Hamilton, G.C.B., K.C.V.O., I.S.O., who has been connected with the Treasury since 1870, and since 1902, held the appointment of Joint Permanent Secretary to the Treasury.

[REUTER'S SERVICE.]

## MOROCCO.

London, September 2nd.

Germany has informed the signatories to the Algeiras Convention that she considers the speedy recognition of Mulai Hafid as Sultan as being best for the pacification of Morocco.

The French press regards the return of the German Consul to Fez as an unfriendly and aggressive act. Mulai Hafid has been enthusiastically proclaimed Sultan at Ujda. The French authorities remained neutral.

## THE GALE IN GREAT BRITAIN.

London, September 2nd.

The gale in Great Britain reached a velocity of seventy miles an hour, and did great damage to crops and property.

Telegraphic communication with the continent is still interrupted, and intending channel passengers have been warned not to cross.

## THE U. S. ELECTIONS.

London, September 2nd.

The Republicans have won the State elections at Vermont by a majority of 28,000, the smallest of any Presidential year since 1892. The Vermont result has hitherto invariably indicated the trend of the Presidential election.

[FROM THE MANILA "CABLENEWS"]

## MR. TAFT'S CANDIDATURE.

Cincinnati, August 31st.

Arrangements are now being made by the party managers for a grand stamping tour through the doubtful states, which will be headed by Mr. Taft. He will probably be accompanied by a number of other leading lights on the Republican list of orators and spall-binders. It is understood that the program that has been made up for the tour includes ten of the States where the crux of the battle will fall in November. This will upset the arrangements the candidate himself had made for a comparatively quiet time at his headquarters here.

## THE CHINA SQUADRON.

Weihaiwei, August 23.

The past week has been a busy one with the Fleet, as each ship has completed her Heavy Layars Tests, and has filled up with coal in readiness for the northern cruise. The Kent carried out her H. G. L. Test on Thursday. Her record is as follows:

Twelve 6" Guns	101 rounds 63 hits.
Average per gun	8.4 " 5.25 "
Best shot P. O.	" "
McGuinness	10 " 7 "

The *McGuinness* was towed ashore on Friday but, owing to the squally weather and heavy sea, it was postponed till Monday when she completed her H. G. L. Test as follows:

Twelve 6" guns	86 rounds 55 hits.
Average per gun	7.18 " 4.58 "
Best shot P. O. Elko	9 " 8 "

On Tuesday H. M. S. *Britomart* carried out both her Heavy and Light Q. F. Gun Layars Tests.

H. G. L. Test 4"	13 rounds 7 hits.
Best shot P. O. Simgage	7 " 4 "
Light Q. F. 12 Pr.	31 " 14 "
Best shot Lead. Seaman	" "
Parlier	9 " 5 "

During the week the Royal Marines have carried out their annual contest for the Royal Marine Jewel and also Royal Marine Officers Cup (Team).

The first ten in the Jewel Competition were:-

1. Capt. Fletcher	H.M.S. "Memmouth"	88
2. Gun. Blackman	"King Alfred"	83
3. Lieut. Knight	"Bedford"	84
4. Pte. Thomas	"King Alfred"	82
5. Maj. Garrett	" "	81
6. Pte. Richmond	"Bedford"	81
7. Harmsworth	" "	81
8. L. Cpl. Fleetwood	"Tamar"	80
9. L. Cpl. Taylor	"Kent"	80
10. Sgt. Lambert	"King Alfred"	79

Royal Marine Officers Cup (Team)

Winners of Cup H.M.S. "King Alfred"	80 points
Runners-up H.M.S. "Bedford"	75 "
Winners of 1st H.M.S. "Bedford"	55 "
H.M.S. "Memmouth"	54 "
"Bedford"	53 "
H.M.S. "King Alfred"	53 "
"Bedford"	53 "

The Alcority flag of the Commander-in-Chief, returned from a shooting trip to Shan-hai-kuan on Thursday evening.—N. C. Daily News.

## SUPREME COURT.

Friday, 4th September.

## IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE  
(SIR F. PIGOTT).

## DISCUSSING A JUDGMENT.

Leave having been given by his Lordship for the making of a special motion as to the form of the judgment in the case brought by the Hip On Insurance Exchange and Loan Co., Ltd., and the Hongkong Manilla Yuan Sheng Exchange and Trading Company, Ltd., against Li Po Yang and Li Po Kam to recover the sum of \$49,062.52, which the plaintiff firms alleged was the balance due to them,

Hon. Mr. Pollock on behalf of the plaintiffs rose to make a motion as to the form of the judgment.

Mr. Slade objected as his friend had no *locus standi*. Only the successful party, he said, could move for judgment.

Mr. Pollock referring to the judgment, said his Lordship had found that Li Po Yang was not released from the covenant.

Mr. Slade made a comment.

Mr. Pollock remarked that his friend was not treating him with the courtesy he ought to.

Mr. Slade replied that he did not think it was courteous when a man was quoting that he should read the whole document.

Mr. Pollock—I am going to deal with it. His Lordship—I cannot follow it.

Mr. Pollock—If your Lordship would kindly try to follow me—

His Lordship—I am trying as kindly as I can.

Mr. Pollock—If your Lordship would follow me I can convince you.

His Lordship—You argue you are entitled to judgment. That is a separate motion to set aside the judgment already given.

Mr. Pollock—I think I can convince your Lordship I am entitled to judgment on your Lordship's finding. If your Lordship would give me a quarter of an hour—

His Lordship—But you are not in order.

Mr. Pollock—Would your Lordship refer to your judgment, where you state that the form of the judgment could be made the subject of a special motion?

His Lordship—But you are out of order.

Mr. Pollock—I am going by the leave reserved by your Lordship to make a special motion for judgment.

His Lordship—I had given judgment, the form of which might be the subject of a special motion.

Mr. Pollock—That is the motion I am making now.

His Lordship—You could do so if the judgment were in your favour but you can not do so when the judgment is in favour of the other party. You may be right, I may be wrong.

Mr. Pollock—Am I not in order to put it in this way—There is some inconsistency.

His Lordship—You are not in order.

Mr. Pollock—May I submit that the judgment is not considered as fixed?

His Lordship—If ought to have been a motion for the order. Everybody knows I have given judgment.

Mr. Pollock—There has been no judgment actually drawn up.

His Lordship—I have been careful to deal with that point. I expressly directed that judgment be entered.

Mr. Pollock—On the question of cost, there was a question raised by me upon the question which I understood was pending, otherwise I should have insisted upon addressing your Lordship at the time.

His Lordship—You are absolutely wrong.

Mr. Pollock—I thought the matter could be disposed of without appeal.

His Lordship—You are discussing a motion which I cannot grasp. Your point may be quite sound but this is not the time to deal with it.

Mr. Pollock—If your Lordship won't listen to me I can only proceed by way of appeal.

His Lordship—You are quite out of order. Your proper way is to proceed by one of the rules you were discussing yesterday.

His Lordship reserved his decision as to the form the decree should take.

## IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

## MOTION FOR A NEW TRIAL.

Sir Henry Berkeley resumed his address to the Court setting forth arguments in support of the application by Reuter Broekmann & Co. for a retrial of the jury action in which they were defendants.

Mr. Pollock also addressed the Court on the subject of costs.

Mr. Slade had not concluded his remarks when the Court rose.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING PUISNE JUDGE).

CLAIMS AGAINST THE IMPERIAL BREWING COMPANY.

Judgment was entered in three actions against the Imperial Brewing Company of Hongkong, but on the application of Mr. Davidson of Messrs. Hastings and Hastings a stay of execution was granted. The first action was brought by A. F. Weiss, the brewer, for \$400 due for wages, the second was by Messrs. Lane Crawford and Company to recover \$205.53, and the third was by Messrs. Mayasaki and Company for \$145 for goods sold and delivered.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson &amp; Co., Ltd., Sole Agents

## AT THE MAGISTRACY.

LARCENY.

Mr. J. H. Kemp yesterday sentenced a coolie to three weeks' imprisonment with hard labour for stealing a quantity of clothing from M. Austin Barraclough, the Peak.

An unemployed coolie whom Mr. Wood found guilty of stealing two gold rings valued \$90 from Mrs. Hobbs was sentenced to six months' imprisonment.

GOVERNMENT SUMMONSES WITHDRAWN.—The batch of summonses under the new Buildings Ordinance were to have been taken by Mr. J. R. Wood yesterday, but Inspector Edwards of the Public Works Department said he wished to withdraw them. They were to be held over pending instructions from the Government. About 144 of the 160 people summoned had complied with the requirements.

A NEGLIGENT RICHIA COOLIE.—Before Mr. J. H. Kemp yesterday Inspector Fenton conducted the prosecution in a case in which Mrs. Cecilia Cooper summoned two richia coolies for negligent driving.

Complainant stated that when proceeding along the tram line near No. 2 Police Station in a richia with two coolies she heard the warning gong of a tram approaching from the rear and called the front coolie to get off the line, but he took no notice.

Reginald Wilks, a clerk in the office of Messrs. Shaw, Watson and Co., who was a passenger on the tram, saw the richia on the track and heard the driver sound the gong. The richia attempted to go to the left when the gong sounded, a second time, but witness thought the wheel of the richia caught in the tram line and made the vehicle swerve right in front of the tram. The driver applied the emergency brake, but a collision was then inevitable, and the occupant of the richia was thrown out. The tram was about fifty yards behind the richia when the gong first sounded.

Harry Cocks was the next witness. He also was a passenger on the tram, and occupied the front seat. When near No. 2 Police Station he heard the motorman sound his gong, and noticed a richia on the tram line about forty yards ahead. If the puller had kept on as he was going when the gong first sounded the richia would have cleared the tram. Instead, he ran right into the tram, which was going fairly fast. The emergency brake was applied, but too late to avoid a collision. Witness did not think that the wheel of the richia caught in the tram line.

The first defendant stated that he was the puller of the richia in question. The second defendant, who was a new arrival in the Colony, told him he wanted to learn to be a richia coolie, so witness put him in the shafts and pushed behind. When on the tram line near No. 2 Police Station he heard the tram gong and called out to the foremost man to get off the line. The latter was doing so when the tram came along, knocked up against the shafts and overturned it.

The second defendant said he had not long arrived from the country, and had no idea of the speed of trams. When he heard the gong he tried to get out of the way, and just as he was doing so the end of his richia collided with the tram.

His Worship discharged the first defendant, but warned him not to allow any learner to take charge of his richia in future. He told the second defendant that if he pulled a richia he was bound to show a certain amount of skill. The carelessness of the second defendant in not getting out of the way was the cause of the accident, so he would pay a fine of \$1 and \$15 compensation.

ANOTHER LESSON TO RICHIA COOLIES.—Mr. Xavier, an assistant engineer in the Public Works Department, yesterday presented a richia coolie for demanding more than his legal fare, and for assault. The coolie admitted the first charge but denied the second, which was withdrawn. Mr. Wood imposed a fine of \$5 on the first.

MARINE MAGISTRATE'S COURT.

Friday, September 4th.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

## A HEAVY FINE.

Lance-Sergeant Jackson of the Water Police prosecuted Captain W. Horn of the Norwegian steamer "Spir," and Wling Sing, of No. 81, Wing Lok Street, the agent or charterer, for attempting to ship out of the waters of the Colony a greater number of passengers than allowed by the port clearance which had been obtained.

The first defendant pleaded not guilty, but the second admitted the charge.

Sergeant Jackson gave evidence as to boarding the "Spir" on the 3rd instant and asking the captain for his clearance. Twelve passengers were allowed by the clearance produced, and he counted twenty in the presence of the master.

The Captain said he told the second defendant two days ago that he could take only twelve passengers. He also told him on Thursday before the passengers went aboard.

The charterer said it was a mistake on the part of his folk.

His Worship fined the first defendant 10 cents, and the second \$240.

## SHIPPING NEWS.

THE "TENYO MARU" ON FIRE.—The "Tenyo Maru" seems to have had quite a small series of slight mishaps lately. As she was proceeding on her voyage outside Yokohama on the afternoon of the 30th ult., an outbreak of fire was discovered in her forward stoke-hold. The outbreak was the result of the Yokohama harbour regulations which forbid the discharge of oily water. The damage done was slight, and the "Tenyo Maru" left for San Francisco the following day.



## LOCAL SPORT.

## THE GYMKHANA.

The postponed Gymkhana takes place at the Happy Valley this afternoon—if the weather permits. Some very good sport may be anticipated, though the entries are not very numerous, and, given fine weather, there will, doubtless, be a good attendance of spectators.

## BILLIARDS.

There is ample evidence that the monthly competitions promoted at the Oriental Hotel are doing much to increase interest in the game of billiards. During the month of September the proprietress (Mrs. Matthay) will present a silver cigarette case to the player making the highest break on the table at the Oriental Hotel, while the man who makes the second highest break will receive a billiard cue and case. There are no entrance fees or handicaps, but winners in previous meetings are debared.

## CRICKET.

The following teams will meet in a practice game on the Hongkong Cricket Club ground this afternoon, commencing at 2 p.m.:

Capt. H. M. Beasley, R. A., C. T. Beath, A. A. Claxton, J. H. Chalmers, W. Edwards, Corp. Gidding, 3rd Mid., L. G. R. Home, 3rd Mid., H. Hancock, E. R. McKie, E. B. Reed, and T. E. Pearce.

A. O. Brown, E. W. Day, E. A. Fowler, R. Hancock, E. H. Hinde, A. E. Lanning, A. C. Leith, Capt. Oliver, 3rd Mid., A. W. J. Pease, F. H. H. Stevens, and W. C. D. Turner.

The Cricket season in Kowloon will open to-day when a friendly match will be played between the K.C.C. and the Civil Service C.C. commencing at 2.30. The following will represent Kowloon—C. E. Linstead, J. P. Robinson, W. Edwards, C. Jeffries, H. Dewbury, J. Clelland, W. J. Edwards, J. W. Lander, H. C. Clements, S. Gregory, and J. H. Mead (Captain).

## LAWN BOWLS.

## POLICE V. KOWLOON.

This afternoon the Police bowlers meet members of the Kowloon Bowling Club in a friendly match, which will take place on the ground of the former players at Happy Valley. The Police will be represented by—

W. Withers (skip), Ogg, Kent, Hanson, McHardy (skip), Robertson, Langley, Baker, Cameron (skip), Glendenning, Bell, Hill, Ritchie (skip), Wait, Fox, Wilson.

Kowloon will be represented by—

Skinner (skip), Morris, Baxter, Robertson, Milroy (skip), Hunter, Haxton, Nicholson, A. Ramsey (skip), Duncan, Molstrey, Russell, Taylor (skip), W. Brown, Gray, Keith.

## THE WARNOCK CUP.

The final in the competition for the cup presented by ex-Inspector Warnock took place on the Police Recreation ground at Happy Valley on Thursday afternoon. Inspector Ritchie and Constable Ogg being the finalists. The game was 21 ends. Ogg receiving five points. He succeeded in defeating the veteran bowler by seven points, a very creditable performance seeing that Ogg is a comparatively new player, while Inspector Ritchie ranks among the crack players of the force. The Warnock Cup thus passes to Ogg.

## THE WOODHOUSE TROPHY.

The competition for the Woodhouse Trophy is progressing slowly, there being many games to be played off before the final. So far Watt and Withers, who secured a bye in the first round, have beaten Wilson and Pitt in the second. McHardy and Langley defeated Hill and Kent in the first round, and Cameron and Glendenning in the second.

## POLICE V. COSMOPOLITAN DOCK.

It is expected that the return match between these teams will take place on the Police Recreation Ground on the 28th instant, when the police hope to wipe out the defeat they suffered at the Dock by a glorious win.

## A SHIELD COMPETITION.

A shield has been presented to the Police Recreation Club by a former member, and for this it has been decided to hold a team competition, details of which will be arranged later.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 4th at 11.55 a.m.—The barometer fell slightly over the N. and S. coasts (1/4 inch) and in London, and rose moderately at the Bonins.

The depression over the Pacific to the S.E. of the Looeots appears to be almost stationary. The slight depression over China is lying now to the North of the Lower Yangtze.

Pressure remains high over N.E. Japan.

Moderate N.E. winds may be expected in the Formosa Channel, and moderate variable winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 9.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood: Variable winds, light or moderate; fair.

Formosa Channel: N.E. winds, moderate.

South coast of China between Hongkong and Looeots: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 1.

## LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kaga Maru* (American Line) left Shanghai for this port on the 3rd inst., and is expected here to-morrow.

The C. & M. str. *Eubel* left Manila for Hongkong on the 3rd inst., and is due here on or about the 7th inst. afternoon.

The *Ayer* str. *Aradon* from Yokohama and Kobe, left Moji on the morning of the 4th inst., and may be expected here on or about the 8th inst. afternoon.

The C.P.R. str. *Monteagle* arrived Nagasaki at 6.30 a.m. on Friday, the 4th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 8 a.m. to-morrow.

## CANTON.

[FROM OUR CORRESPONDENT.]

September 3rd.  
THE CANTON STEAM LAUNCH ASSOCIATION. Steam-launches are prohibited from boarding wharves without special license from the I. M. Customs authorities. Several of the launch owners have recently complained of this matter to the Secretary of the Association who sent a despatch to the Viceroy concerning the affair. This document turns out to have been written without authority from the President of the Association, Mr. Yu Kia Cho. The latter disclaims all responsibility and the writer will be fined for his unnecessary zeal.

## CANTON-HANKOW RAILWAY.

It is reported that the officials here have received private instructions from the Prime Minister, Chang Chi Tung, that owing to frequent troubles arising between the shareholders and the Directors of the Company and also the mismanagement of affairs of the concern by the latter, the Government has decided that unless 50 per cent. of the second instalment on the shares which is now due is collected before a certain date, the Government will take back the line and undertake to construct the Kwangtung section itself.

ILLITERATE MILITARY AND NAVAL OFFICERS. The Minister of the Board of War has instructed Viceroy Chang to examine all the Military and Naval Officers from General and Admiral downwards and find out and report to the Board those officers who are uneducated and to order them to devote certain hours every day to the study of the characters.

## SILK GUILDS SENDING REPRESENTATIVES ABROAD.

The Silk Guilds of Nam Hoi, Poon Yu, Shun Tak and other silk producing districts have decided to raise a large fund for the purpose of sending representatives to all the foreign silk markets to investigate and study the silk trade.

It is their intention to deal direct with the foreign home buyers in the near future, as the representatives will remain permanently in those foreign markets where silk is largely consumed.

Owing to the dulness of the silk trade this year, the Presidents of these guilds recently held a joint meeting at which it was stated that silk is one of the largest lines of trade in the Kwangtung Province. The export of this commodity to foreign countries last year was enormous and all those who were connected with the trade made handsome profits. This year the demand for silk has been considerably diminished, and prices of all kinds of silk have fallen immensely. Many merchants have failed, and numerous filatures have been compelled to close down.

Unless representatives are sent abroad the silk men regard themselves as in the dark and as unable to understand what is the real cause of the fluctuations. By having representatives abroad they say they will be in direct touch with the exact position of affairs in the foreign markets. These representatives could cable when there is any demand in the markets and would be able to sell direct to the buyers. "This is the only means to make money in a sure way," they say.

## TAMPERING WITH MAIL.

The owners of the "On Kee" steam launch, trading between Canton and Malacca have reported to the Postal Commissioner here that the newly appointed Superintendent of the Pak Sha Likin Station has insisted upon opening all the sealed mail bags to look for dutiable articles, but the Captain of the launch protested and none of the shore officers dared to open them. The Captain reported the matter as the Likin officials might forcibly open them on another occasion.

## OLD MILITARY OFFICIALS.

Admiral Li Tsun issued a notification yesterday to the effect that, although he has held office for a long time, many of his subordinates are unknown to him; some of them are too old (over 70 years of age) and useless for the service; others, being incapable and ignorant; so he requires that all should register themselves personally at his office before the end of this year so that he may judge for himself whether they are fit for the service or not.

## MYSTERIOUS DISAPPEARANCE OF THE NEW DOLLAR COINS.

The Viceroy has issued instructions for a strict search to be made with a view to the discovery of persons who are smuggling or melting the new dollar coins of the province which are now nowhere to be found. It is a mystery where these coins have gone. Those caught smuggling will be fined ten times the amount they attempted to smuggle and will also be banished.

## EXPORT OF COFFEE AND FIREARMS.

There is a great increase in the annual export of coffee from Kwangtung to Hunan Province. Formerly about 50 to 60 coffees were annually sent, but during the last two years it has reached the large total of 300. It is a curious coincidence that modern firearms are to be found everywhere in Hunan and it is surmised that there must be some connection between the two provinces. The Hunan Viceroy has requested his Kwangtung colleague to have every coffee that leaves his province examined to ensure that it does contain a corpse and not firearms.

Good kept-over griffins for the autumn meeting at Shanghai, remarks the N.C. Daily News, are very few and far between, but owners will have a good chance to strengthen their stables at the Horse Bazaar auction. The griffins to be offered are described as an exceptionally good-looking lot. They have been imported by the well-known dealers Ah Chiao and Ma Yu Ling, who are noted for the many winners they have found in their importations.

## THE ORIGIN OF "PIGEON ENGLISH."

"A Griffin" writes to us:—"Since my arrival in Hongkong the jargon known as 'Pigeon English' has interested me very much, but I have never been able to ascertain how it came to be the commercial lingua franca of China, seeing that the English were the first Europeans to trade with China. What was the language medium through which the other foreigners traded? Can you throw any light on the subject?"

We are not old enough to remember how the Spanish and Portuguese and the Dutch got on in the days before the British traded with China, but suppose they managed as the Portuguese do in Macao to-day, by teaching natives words in constant use and thus forming a "pigeon" language of their own. The supremacy of "pigeon English" in the centres of trade along the China coast must be regarded as a tribute to the aggressiveness of the British.

Our correspondent, and, doubtless, many others, will be interested in the following remarks on the subject which we take from an old book entitled "The Fan Kwei in Canton," written by one of America's pioneer missionaries and published in 1892:—

"Pigeon-English is the well-known name given to the unique language through the medium of which business was transacted and all intercourse exclusively carried on between the 'Western Ocean' foreigners and Canton Chinese. For years after my arrival but three foreign residents were Chinese scholars—namely, Doctor Morrison; the present Sir John Francis Davis, the last Chief of the English East India Company's establishment; and one American, myself—while 'Pigeon-English' had grown up with the early days of foreign intercourse with the port of Canton. It is not difficult to arrive at the creation of this particular and strange language. Foreigners came to Canton for a limited period, and would not or could not apply themselves to the study of so difficult a language as the Chinese, of which even a sufficient for commonplace purposes was not easy to acquire, and if acquired would be useless anywhere else. The local government also placed serious obstacles in the way of learning it, to the length of beheading a Chinese teacher for giving lessons. This is the authority of Dr. Morrison, who related to me an instance that took place before I arrived, and he further informed me that for years after his own arrival in 1807 he was obliged, as a protection to his own teacher, to study at night in a room with lights carefully screened.

On the other hand, the shrewd Chinaman succeeded in supplying this absence of the knowledge of his own language by cleverly making himself familiar with sounds of foreign words, and conforming them to his own monosyllabic mode of expression, at the same time using simple Chinese words to express their meaning. Thus he created a language as it may be called, deprived of syntax, without the logic speech, and reduced to its most simple elements. It took firm root, became the conventional medium of intercourse in respect to transactions of enormous value and magnitude, and exists in all its vigour and quaintness to this day.

It was undoubtedly an invention of the Chinese, and long anterior to the appearance of the English at Canton in its origin, as may be proved by the admixture of Portuguese and Indian words still to be found in it, the latter having probably been originally made known by those primary visitors from the western world via India. The English came more than a hundred years after; words from their language were then gradually incorporated, and increased with the disappearance of the Portuguese, who confined themselves to their own growing colony of Macao, until, finally, the former became the principal traders, and thus this language became known as Pigeon-English.

The word 'pigeon' is simply a corruption of 'business,' and with its companion means business-English. Of Portuguese origin we have the most undoubted proof in such words as *mandarin*, from *mandar*, to order; *commodore*, from *compra*, to buy; *joss*, from *Deos*; *ga-felle*, from *padre*; *maskee* from *maskee*, a native mind; *la-le-loon* from *ladrao*, a thief; *grand*, from *grande*, the object, as, for instance, 'grand chop'; *junk*, from the Portuguese word of Chinese origin, *jang*, in the district of the East Coast, where they first traded; *Off* of Indian words; *have*, *bozaw*, a market; *Shroff*, moneydealer; *chunam*, lime; *tiffin*, luncheon; *go-down*, from *ka-dang*; *lac*, one hundred thousand; *ewly*, a labourer; *chi*, a note or letter; *bangalow*, a cottage; *kaerie*, curry, and others.

Some peculiarities of expression and application of two words constantly used in Pigeon-English may be mentioned. The language was by no means confined to those of foreign origin, it contained quite a vocabulary of words of Chinese origin, and was, in fact, a very mixed tongue. 'Chop' for instance, is of perpetual occurrence. It is the same as 'oh,' which signifies literally any 'document.' A shopkeeper's bill is a 'chop,' so is an Imperial edict or a Mandarin's proclamation; a cargo boat is a chop-boat, it does duty also for a promissory note, a receipt, a stamp or seal, a licence for shipping off or to land cargo, a mark for goods, or a permit. 'First quality,' is expressed by 'first chop,' and an inferior according to quality is No. 6, 8, or 10 'chop,' the worse an article. When a chop is good, or requiring haste, he is told to get a 'chop chop.' A 'first chop' man speaks for itself, so does 'bad chop man.'

The variety of uses to which the compound word 'chow-chow' is put is almost endless, and in some cases have a directly opposite meaning. For instance, a 'No. 1 chow-chow' thing signifies 'utterly worthless,' but when applied to a breakfast or dinner it means 'unexceptionably good.' A 'chow-chow' cargo is an assorted cargo; a general 'chop in' a 'chow-chow' cargo. The provisions of all kinds are classed under the general head of 'chow-chow,' and as may have been remarked in the list of the Factories, one was called the 'Glow-chow' from its being inhabited by diverse Parsees, Moormens, or other natives of India.

Although by the Chinese all foreigners were called 'Fan Kwass,' or 'Foreign Devils,' still a distinction of the drollest and most characteristic kind was made between them. The English became 'Red-haired devils'; the Parsees, because of the custom of shaving their heads, were 'White-head devils.' The Moormens were simply 'mole devils.' The Dutch became 'Hollen,' the French 'Fat-las-ey,' and the Americans 'Flowery-flag devils.' The Swedes were 'Buy' and the Danes 'Yellow-flag devils.' The Portuguese have never ceased to be 'Sey-yang kwass,' thus retaining the name first applied to them on their arrival from the 'Western Ocean' which the words signify, while their descendants, natives of Macao, are 'Omum kwass,' or 'Macao devils' from the Chinese name of the town.

In the Canton bookshops near the Factories was sold a small pamphlet, called 'Devils'

On the cover was a drawing of a foreigner in the dress of the middle of the last century—three-cornered hat, coat with wide skirts, breeches, and long stockings, shoes with buckles, knee elevators, and in his hand a cane. "I have now one of these pamphlets before me. It commences thus, 'Yun, and under it is its 'barbarian' definition, expressed in another Chinese word whose sound is 'man.' After many examples of this kind some words of two syllables—thus, 'kum-yat,' with their foreign meaning expressed by two other Chinese characters pronounced 'to-day' to-day—and so on to sentences, for which the construction of the language is peculiarly adapted. This pamphlet, costing a penny or two, was continually in the hands of servants, coolies, and shopkeepers. The author was a Chinaman, whose ingenuity should immortalise him. I have often wondered who the man was who first reduced the 'outlandish tongue' to a current language. Red candles should be burnt on altars erected to his memory, and oblations of tea poured out before his image, placed among the wooden gods which in temples surround the shrine of a deified man of letters.

## CHINA AND WESTERN KNOWLEDGE.

The following letter appeared in the Times a month ago:—

Sir,—Dr. Timothy Richard has referred in his recent letter to China's need of Western knowledge. May I crave the hospitality of your columns to announce to others interested in this subject that steps are being taken in Oxford and Cambridge to meet this need? No definite plan has yet been evolved, but a committee has been sitting for some time past to study the question. The plan that seems likely to obtain acceptance is that of organizing an educational centre, or University independent of any missionary body, yet in sympathy with their work. It is felt on the one hand that there are many who, while unwilling to subscribe to existing missionary societies, would not be adverse to helping forward Western education in China, and on the other that many missionary bodies would be glad to be relieved of the expense of providing purely secular education and the costly apparatus that modern scientific study requires.

The matter is one of some difficulty, but there is a strong feeling that it would be disastrous both to China and through her to the whole world if she only learnt the materialistic and destructive side of modern thought. If the introduction of modern ideas into China should prove only to result in the destruction of Confucian ethics without the erection of any sufficient substitute, many of us would think that the Boxers were not so far wrong in desiring to keep the West at arm's length. China needs new wisdom and knowledge to lead her through this dangerous period and to reconstruct her thought in harmony with modern knowledge. It is to provide these leaders of China with adequate mental equipment that our best endeavours are needed. China at this juncture needs, and ought to have, the best that the West can give her, and therefore it is the desire of many in both Universities to send out to China skilled teachers for the various departments of Western knowledge. The object of the Oxford and Cambridge Committee is at present to interest the English-speaking public in some scheme that would bring Chinese into touch with all that is best in our University education, not solely with its material benefits, but also with its moral and ethical excellence. It was not contemplated that the suggested University should form permanently a foreign settlement in China, but rather that its chairs should at a later period be filled by its own students.

I may add that the committee is not oblivious of the fact that if China has much to learn, she has also much to teach the West, and that educational co-operation would be for their mutual benefit.

Mr. B. H. Hodgkin, of Queen's College, Oxford, and the Rev. Dr. Foskies Jackson, of Jesus College, Cambridge, would be glad to be put into communication with any who are in sympathy with this suggestion.

It is not desired to co-fine this work to Oxford and Cambridge, but the help of members of other Universities will be gladly welcomed.

WILLIAM JACOBSON-CROFT.

St. Andrew's Hatfield, Herts, Aug. 1.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong 4th Sept. 1908:—There has been no material change in the general condition of our market during the past week, and business still continues very restricted. Barlev has receded to 28½, and T.T. on London to 19½. Shanghai T.T. remains at 75.

BANKS.—Hongkong and Shanghai have been done in small lots at 87½ and 87½, and close with small buyers at 87½. The London rate has advanced to 278. 10. 0. Nationals are without change at 81½ buyers.

MARINE INSURANCES.—Unions after touching 77½ have receded and close with sales at 87½. North China continues in request at 115. 80, and Yangtze at 1160. There are sellers of Cantons at the reduced rate of 3215.

FIRE INSURANCES.—Hongkong have firm up and are now in request at 3115. Chinas are still wanted in a small way at 322½.

SHIPPING.—Hongkong, Canton and Macao's have been looked at 327½ and close steady at the rate. Douglases are easier with sellers at 338, and China and Manila continue on offer at 315. Star Ferries (new) are still enquired for at 315, and Shell Transport at 44s.

REFINERIES.—Quotations are without change, and there is no business to report. MINING.—No change is reported in quotations, but Raubs could probably be placed at 37. DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have weakened and shares are now procurable at 387. Hongkong and Kowloon Wharves are firmer with buyers at 346, Shanghai Docks are wanted in the North at 115. 80, Hongkong Wharves, however, have declined to 115. 70 with sellers.

LANDS AND BUILDINGS.—West Point has been looked at 44s, but otherwise no business has been transacted in this section. Hongkong's Estates have declined to 324 sellers, and Shanghai Lands to 117. Hongkong Hotels are quoted at 80 nominal.

COTTON MILLS.—We have declined to 115. 61; the other Northern Mills are however unchanged. Hongkongs have been looked at 111.

MISCELLANEOUS.—Green Island Cements have been looked at 310 or the interim dividend of 40 cents on account of 1908 paid on the 31st ultimo. Electricians have been done at 1161, and Peak Tramways (new) at 32. There are buyers of China Providents at 324, Dairy Farms at 119½, and United Asbestos at 113. China-Bornes are procurable at 104. Ropes at 324. Union Waterboats at 110½, and China Light and Powers at 343. Langkats have advanced in the North to 115. 600 buyers.

## ARDATH TOBACCO CO'S TOBACCO AND CIGARETTES.

## REMAINING OF STOCK AT REDUCED PRICES.

TOBACCO:	Per Tin	OF	55 Cents
ARDATH SPECIAL	1/8 lb	...	35 Cents
" MILD	1/4 lb	...	70
" MEDIUM	1/4 lb	...	70
GOLDEN HONEY DEW	1/4 lb	...	70
SUPERB GOLD FLAKE	1/4 lb	...	45

CIGARETTES:	Per Tin	OF	55 Cents
STATE EXPRESS, No. 999	1/8 lb	...	55 Cents
" " " " " " " "	1/4 lb	...	1.00
" " " " " " " "	1/4 lb	...	75
ASIA'S	1/4 lb	...	1.00
DE LUXE	1/4 lb	...	55
" " " " " " " "	1/4 lb	...	1.00

WINE, SPIRIT & CIGAR MERCHANTS.

## H. PRICE &amp; CO., LTD.

Telephone No. 135. WINE, SPIRIT & CIGAR MERCHANTS.

THE HONGKONG HOTEL COMPANY, LIMITED.

The report of the Board of Directors to be presented at the ordinary meeting of shareholders, to be held at the Company's hotel, at noon, on Saturday, the 12th September, is as follows:—

Capital subscribed by the shareholders ... \$ 60,000.00

Reserve fund ... \$845,975.78

Mortgage debentures ... 424,000.00

Loan, Hongkong and Shanghai Banking Corporation ... 230,116.23

Working capital of the company \$1,903,092.01

Gentlemen.—In accordance with Section 56 of the Articles of Association, the Directors now beg to submit their report for the half-year ended 30th June, 1908.

## ACCOUNTS.

The profit on working account amounted to \$80,022.30 as compared with \$73,682.23 for the corresponding period of 1907, being an increase of \$7,340.07.

The Profit and Loss Account, including the sum of \$262.17 brought forward from 31st December, 1907, shows a credit balance of \$79,639.63 which the Directors recommend should be apportioned as follows:—

To pay a dividend of 6 per cent. for the half-year ... \$36,000.00

transfer to repairs and renewals account ... 15,000.00

write off furniture and fixtures ... 1,000.00

write off electric plant ... 3,500.00

write off steam launch ... 500.00

carry forward to new account ... 14,639.63

\$79,639.63

## DIRECTORS.

Mr. E. Osborne has been granted leave of absence. Dr. J. W. Noble retires by rotation, but offers himself for re-election.

## AUDIT.

The accounts have been audited by Messrs. A. R. Lowe, C.A., and A. O'D. Gourdie, the latter acting for Mr. Jeffries. Messrs. H. U. Jeffries and A. R. Lowe offer themselves for re-election.

J. W. NOBLE, Chairman.

Hongkong, 31st August, 1908.

## PROFIT AND LOSS ACCOUNT.

FOR THE SIX MONTHS ENDING 30TH JUNE, 1908.

To Bad Debts and Refunds ... \$ 324.08

To Crown Rent ... 306.53

To Rates ... 2,385.20

To Fire Insurance ... 2,919.36

To Debenture Int. on \$500,000 at 3 per cent. ... 15,000.00

Less Returned on ... 2,250.00

By Interest Account ... 12,739.00

To Directors' and Auditors' Fees ... 4,445.50

To Balance to be appropriated as follows:

To pay a dividend of 6 per cent. \$36,000.00

To Transfer to Repairs and Renewals ... 15,000.00

To Write off Furniture and Fixtures ... 1,000.00

To Write off Electric Plant ... 3,500.00

To Write off Steam Launch ... 500.00

To Carry forward to New A/c. 14,639.63

79,639.63

By Balance from 31st Dec. 1907 \$45,232.17

Less Dividend at 7 per cent. \$42,000.00

Less Transfer to Repairs and Renewals A/c. 7,000.00



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

E. R.

BELLIOS PUBLIC SCHOOL.

THE School will RE-OPEN on TUESDAY, 8th September.

For further particulars, apply to THE HEADMISTRESS, Hongkong, 5th September, 1908. 1265

## WANTED.

A POSITION of Trust in a First Class Hotel. The advertiser is a fluent linguist, speaking French, English, German, Italian, Spanish and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc.

Apply—Care of "Daily Press" Office, Hongkong, 5th September, 1908. 1266

## TO LET.

NO. 75, WYNDHAM STREET, 6-ROOMED HOUSE.

Apply to—A. B. AVASIA, Care of "Daily Press" Office, Hongkong, 5th September, 1908. 1267

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents, Hongkong, 5th September, 1908. 1268

## ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW. Proprietress.

A thoroughly First-Class and Up-to-Date Hotel.

Large and Airy Rooms, affording every comfort to Residents and Tourists.

Table D'Hotel at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to C. FRERICH, Manager, Hongkong, 5th September, 1908. 1268

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

## THE Company's Steamship

"HAITAN."

Captain Ronch, will be despatched for the above Ports on TUESDAY, the 8th inst., at 2 p.m.

A reduction of 20 per cent. on First Class Fares to Foocow, will be made during the Month of September.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers, Hongkong, 5th September, 1908. 1269

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports on THURSDAY, the 10th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 5th September, 1908. 1270



HONGKONG-NEW YORK AND BOSTON.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.

(with liberty to call at the Malabar Coast).

SS. "INDRAMAYO" On 21st Sept., 5 P.M.

For Freight and Further Information, apply to—

SHEWAN, TOMES & Co., General Agents, Hongkong, 5th September, 1908. 1271

## THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitomes of the Week's News.

Leading Articles.

The Olympic Games.

Japanese Finance.

The Expansion of Armaments.

Piracy on the West River.

Random Reflections.

Chinese Lady sent to Gaol.

Hongkong Sanitary Board.

Supreme Court.

The Cholera on the "Arratoon Apcar."

The Collapse of Buildings in the Typhoon.

Alleged Armed Robbery near Salting.

"The Chinese of Amoy."

China's Import Trade.

Proposed Emergency Volunteer Corps.

Improved Telephone Communication.

Canton.

Macao.

Improvements at Macao.

Hongkong.

The Prohibition of Torture in China.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to address sent, including postage 34 cents each, or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

## INTIMATIONS

## HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, TODAY (SATURDAY), 5th September, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post entries will be accepted for event No. 5, REGINALD F. C. MASTER, Hon. Secretary and Treasurer, Hongkong, 2nd September, 1908. 1254

## HONGKONG CLUB.

## NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1896) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB HOUSE at 11 o'clock A.M. on SATURDAY, the 19th September, 1908.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Acting Secretary, Hongkong, 3rd September, 1908. 1255

## DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at Noon, for the purpose of receiving the Report of the General Manager together with a Statement of Accounts to the 31st June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 18th September; both days inclusive.

DOUGLAS LAFRAIK & CO., General Managers, Hongkong, 2nd September. 1257

## HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, the 25th instant, at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of Electing Officers-bearers for the ensuing year, &c.

DAVID WOOD, Acting Hon. Secretary, Hongkong, 3rd September, 1908. 1259

## NOTICE.

ALL PARTIES having PAYMENTS to make to, or CLAIMS against the estate of M. JOE. THYEN, deceased, late of Hankow, are requested to send full Particulars to the undersigned, not later than SUNDAY, 20th September s.c.

H. LINDMEYER, Executor, Hankow, 20th August, 1908. 1235

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—R. E., Care of "Daily Press" Office, Hongkong, 13th November, 1906. 1020

## NOTICE.

THE Undersigned begs to notify that the CHU KWONG LAN Firm with all its Branches has been DISPOSED OF to Mr. UN-OL-YU, who will undertake to settle all and sundry of the liabilities connected therewith.

The undersigned therefore refuses to hold himself responsible for any debts old or new contracted by the aforesaid Firm.

CHU SHU NAM, Hongkong, 1st September, 1908. 1251

## FOR SALE AT THE BEGINNING OF 1909.

A COMPLETE PLANT of SUGAR MACHINERY Capable of Dealing with 2,500 Gallons Juice per hour, comprising:

- 1 Three Roller Mill 36" by 72" with Hydraulic on back roll and having Cane and Molasses Carriers complete.
- 1 Horizontal Single Cylinder Engine 48" by 24" and Cast Steel Gearing.
- 1 Triple Effect of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary.
- 1 Juice Heater of 800 square feet heating surface.
- 8 Clarifiers of 600 Gallons each on platform supported by C.I. Columns.
- 4 Filter Presses 25 inches square with 31 Chambers each.
- 2 Eliminators with Copper Coils &c.

The above as supplied by Messrs. McOnie Harvey (The Harvey Engineering Co.) Glasgow in 1901.

- 8 Oil Jacketed Open Boiling Pans (Millers Patent) for making Muscovado or Concrete Sugar without Molasses residue.
- 2 Sliding Boilers working at a pressure of 180 lbs., per square inch, with cast circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 85 square feet.
- 1 Overhead Crane, for Mill and Engine equal to a lift of 15 tons.
- 1 Electric Lighting Plant.

Factory Building 108 feet long and 30 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and ends.

The Plant works with molasses fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Perak, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber.

The removal of the Factory and Machinery can be done by the Sellers, who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to—THE STRAITS SUGAR CO., LD., 27, Austin Friars, London, E.C.

JOHN TURNER, Penang, Straits Settlements, Hongkong, 27th August, 1908. 1231

## INTIMATIONS

## WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer.

Apply—Care of "Daily Press Office," H. HARRISON, 2nd September, 1908. 1255

## NOTICE OF REMOVAL.

THE Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 27, DES VŒUX ROAD CENTRAL, opposite the F. & O. Co.'s Office.

A new variety of ARTISTIC PICTORIAL POST CARDS, ASIATIC and FOREIGN POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of MANILLA, CIGARS and CIGARETTES, as well as NOVELTY ALBUMS, &c., &c., are for Sale at moderate prices.

GRACA & CO., 27, Des Vœux Road, Hongkong, 7th August, 1908. 1021

## JUST ARRIVED.

A MERICA'S LEADING W.B. CORSET.

GREAT DEMAND FOR LONG WAIST.

ERECT FORM and NUFORM.

HOOSAIN-ALI & Co., 14, Queen's Road, Central, Hongkong, 27th August, 1908. 651

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL (Next to Messrs. KUHN & KOMOR).

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. 730

## A TACK &amp; CO.

24, DES VŒUX ROAD, CENTRAL.

JUST LANDED.

A LARGE ASSORTMENT OF CAMERAS and PAGES' PAPERS, &c., &c.

Kindly Come and Inspect our New Stock.

DEVELOPING and PRINTING UNDERTAKEN.

Hongkong, 7th August, 1908. 61

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Cokes Importers. General Storekeepers and Shipbuilders. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 680

## M. THOMAS.

Codes A.B.C. 5th Edition, Lieber's Private Codes.

14, SOUTH STREET, FINCHLEY, LONDON, E.C.

GENERAL EXPORT and IMPORT MERCHANT, Buying, Selling and Shipping at lowest possible rates.

Machinery made a speciality and estimated given free, on application. 17

## NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to .589. at 85, 97 and 110 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO., Hongkong, 26th October, 1906. 739

## SIEN TING

SURGEON DENTIST, No. 10, DAUGHTER STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 575

## PRIVATE BOARD and RESIDENCE

MES. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD, Hongkong, 9th February, 1907. 593

## SANG MOW.

BATTAN and GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES and LONG CHAIRS.

BAMBOO-SCREENS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

## THE GRAND HOTEL.

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour and Railway Station.

BEST WINES and LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE, M. MAILLE, Proprietaires, 83

## TO LET

## SHAMKUN, CANTON.

ROOMS, TO LET, Suitable for Offices or Dwelling.

Apply to—POWELL GRANT, Canton, 31st August, 1908. 1244

## TO LET.

"GLENWOOD" CANNON ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2, BEACONSFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kallat, Furnished, from 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor, BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor), OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 8, DUDDELL STREET Shop, No. 2, DES VŒUX VILLAS (PEAK).

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexander Building, Hongkong, 10th August, 1908. 89.

## TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses, suitable for business Premises or Dwelling, lately occupied by FRED. SCHNEIDERMAN.

Apply to—DAVID SASSOON & Co. Ltd., Hongkong, 7th April, 1908. 96

## TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1908. 823

## TO LET.

OFFICES in ALBEMARLE BUILDINGS.

Apply—SECRETARY, A. S. WATSON & Co., Limited, Hongkong, 23rd April, 1907. 91

## TO LET.

COAL YARD, Immediate Possession, A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchoi, Praya East, facing the Sea, used for Storing Coal, formerly occupied by Messrs. CHIT CHONG & Co., Coal Merchants.

Apply to—N. MOY & CO., 54, 56, Queen's Road, Central, Hongkong, 23rd July, 1908. 1215

## TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Place.

Apply to—SCHULDT & CO., Hongkong, 28th July, 1908. 1013

## TO LET.

4-ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—HUMPHREYS ESTATE AND FINANCE CO., LD., Hongkong, 15th August, 1908. 1018

## TO LET.

DEBBINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September s.c. The Property is also FOR SALE.

For Particulars apply to—C. SCHROETER, Care of GARRARD, BOWEN & Co., King's Buildings, 3rd Floor, Hongkong, 8th August, 1908. 1164

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—YEE SANG PAT & CO., Same address, Hongkong, 28th January, 1907. 270

## TO LET.

FROM 1st MAY

KOWLOON MARINE LOT 43, Yau-mah, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, 18th January, 1908. 221

## TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYAN TERRACE, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

"HATHERLEIGH," Conduit Road, OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16, Des Vœux Road next to the Hongkong House.

FLATS in MOULTON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1908. 86

## TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to—HENRY HUMPHREYS, Alexander Buildings, Hongkong, 13th August, 1908. 785

## TO LET.

GOOD AIRY ROOMS with Bath Rooms in a Large Foreign Built House in Robinson Road Kowloon. Cheap Rent, Rooms Nos. 7, 8 and 9 1st Floor; 3, 4, 5 and 6, Ground Floor.

Apply to—WING ON, Contractor, 34, D'Aguilar Street, Hongkong, 1st September, 1908. 1250

## TO LET.

NOS. 1, 2 and 5, ORMSBY TERRACE, Kowloon, with Ground at rear for Recreation or Garden.

No. 2, KIMBERLEY VILLAS, K. wloon, Cheap rental.

Apply to—SPANISH PROCURATION, Hongkong, 4th September, 1908. 1284

## TO LET, FROM 1st SEPTEMBER.

AT SHAMKUN, CANTON.

HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the I.M. Customs.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1908. 1110

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.)

Apply to—THE COMPTON DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central, Hongkong, 10th June, 1908. 947

## TO LET.

N. 75 CAINE ROAD.

Apply to—SAM WANG CO. LTD., 81, Queen's Road Central, Hongkong, 3rd September, 1908. 99

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st September, 1908. 95

## TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—COMPTON DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 31st July, 1908. 188

## FOR SALE

CHINA EXPRESS CO., 3, DUDDELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOEZE-ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS, Hongkong, 5th August, 1908. 1050

## FOR SALE.

LOT No. 52, British Concession, Property of the CANTON CONDITION HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

Canton, 10th August, 1908. L. ALBERT. 1170

## FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.







## SHIPPING.

**ARRIVALS.**  
**BUJUN MARU**, Japanese str., 1911, M. Namoto, 4th Sept.—Swatow 3rd Sept., General—Oaks Shosen Kaisha.  
**CHIRILL**, British str., 1149, J. Warrack, 4th Sept.—Haiphong 31st August, General—Butterfield & Swire.  
**DELHI**, British str., 4783, J. D. Andrews, R.N.E., 4th Sept.—Suez 1st Sept., General—P. & O. S. N. Co.  
**GERMANIA**, German str., 1713, H. Lorenzen, 3rd Sept.—Bangkok and Amoy 2nd Sept., General—Jensen & Co.  
**KORCHIANG**, German str., 1292, G. Gosciniak, 4th Sept.—Bangkok 29th Aug., Rice and General—Butterfield & Swire.  
**KWANGTAR**, Chinese str., 4th Sept.—Canton.  
**LIANGHONG**, British str., 1215, H. Harder, 4th Sept.—Nanchang 30th August, General—Butterfield & Swire.  
**KHIDAH**, Norwegian str., 2276, Stangeby, 3rd Sept.—Mojl 28th August, Coal—Asgaard, Thoresen & Co.  
**STETTIN**, British str., 1386, Sangster, 4th Sept.—Langkat and Singapore 29th August, Kerosine Oil—Geo. McEwan & Co.  
**TRIAN**, British str., 1846, A. W. Outerbridge, 4th Sept.—Manila 1st Sept., General—Butterfield & Swire.  
**TRIUMPH**, German str., 705, J. S. Hansen, 4th Sept.—Nanchang 30th August, General—Butterfield & Swire.  
**WINGANG**, British str., 4th Sept.—Canton.

**CLEARANCES.**  
**AT THE HARBOR MASTER'S OFFICE.**  
 4th September.  
**Benvenut**, British str., for Nagasaki.  
**Jaggy**, Norwegian str., for Cebu.  
**Delhi**, British str., for Europe, &c.  
**Longchong**, British str., for Canton.  
**Majori Maru**, Japanese str., for Singapore.  
**Ningchow**, British str., for Kuchino and Vancouver.

**DEPARTURES.**  
 4th September.  
**HAJUN**, British str., for Coast Ports.  
**HUYCHOW**, British str., for Canton.  
**LIUJIAN**, British str., for Vladivostok.  
**LOCKUN**, German str., for Bangkok.  
**NANCHANG**, British str., for Shanghai.  
**PHUMPHEN**, British str., for Saigon.  
**SHACHING**, British str., for Ningpo.  
**TIKINI**, Dutch str., for Batavia.  
**YATUNG**, British str., for Canton.  
**YAWATA MARU**, Japanese str., for Australia.  
**YUNNAN**, British str., for Canton.

**VESSELS IN DOCK.**  
 September 4th.  
**ABERDEEN DOCKS.**—Forestdale.  
**ROWLAND DOCK.**—Ningchow, H.M.S. *Walling*, *Intrepid*, U.S.S. *Albatross*, *Vigilante*, *Zafiro*.  
**COMMODITY DOCKS.**—*Pocahontas*, H.M.S. *Otter*.

**VESSELS ON THE BERTH.**  
**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**  
**THROUGH BILLS OF LADING ISSUED TO:**  
**BATAVIA, PERIAN GULE, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.**

**THE Steamship**  
**"DELHI."**  
 Captain J. D. Andrews, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY the 5th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's "Mongolia," 10,000 tons, from Colombo passengers accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuable, all cargo for France in Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 17th October, 1908.  
 Passengers will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.  
 For further particulars, apply to  
**F. J. ABBOTT,**  
 Acting Superintendent,  
 Hongkong, 24th August, 1908.

**NAVIGAZIONE GENERALE ITALIANA**  
 (Rome and Submarine United Companies.)  
**STEAM FOR BOMBAY**  
**VIA SINGAPORE AND PENANG.**  
 Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.  
 Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

**THE Steamship**  
**"CAPRI."**  
 Captain Pedone, will be despatched as above on THURSDAY, the 10th Sept., at Noon.  
 For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
 Agents,  
 Hongkong, 1st September, 1908.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
**FOR SYDNEY AND MELBOURNE.**  
 Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

**THE Steamship**  
**"ALDENHAM."**  
 Captain St. John George, will be despatched as above on THURSDAY, 17th inst., at Noon.  
 This well-known Steamer is specially fitted for passengers and cargo, and has a large cargo hold, which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A tender and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents,  
 Hongkong, 4th September, 1908. 1262

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON &c. via PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	To-day at Noon.
LONDON & ANTWERP via SINGAPORE &c.	NTANGA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 9th inst.
ALY ANDRIA, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k.w.	Kolsto	HAMBURG-AMERICA LINE	About 28th inst.
HAVRE & HAMBURG via STRAITS, &c.	AMERICA	Ger. str.	k.w.	Deinat	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 4th October.
HAVRE & HAMBURG via STRAITS, &c.	SILVIA	Ger. str.	k.w.	V. Hoff	HAMBURG-AMERICA LINE	On 18th October.
HAVRE & HAMBURG via STRAITS, &c.	SAMBA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	On 31st October.
MARSEILLES &c. via PORTS OF CALL.	AUSTRIEN	Fr. str.	—	Verron	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th inst., D'light
MARSEILLES, HAVRE & COPENHAGEN &c.	CATHAT	Dan. str.	—	Peter	MELBOURNE & CO.	Middle of September.
MARSEILLES, ANTWERP & HAMBURG &c.	STAVONIA	Ger. str.	k.w.	O. H. Butler	NIPPON YUSEN KAISHA	On 10th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TAMBA MARU	Jap. str.	—	G. Melchers	MELBOURNE & CO.	On 30th inst., at D'light
NAIPLES, GENOA, ALEXANDRIA, GENERAL, &c.	VERWILGER	Ger. str.	—	B. Boduaz	SANDER, WIELER & CO.	About 25th inst.
TRIESTE &c. via SINGAPORE &c.	VOEWAMAYO	Am. str.	—	Kaeborg	HAMBURG-AMERICA LINE	On 21st inst., at 5 P.M.
NEW YORK & BOSTON via PORTS & SUEZ CANAL	INDAMAYO	Am. str.	—	W. Ross	STANDARD OIL CO.	On 25th inst.
NEW YORK	VANDALIA	Ger. str.	k.w.	G. S. Laprak	CANADIAN PACIFIC R. CO.	To-day, at 4 P.M.
SAN FRANCISCO	DAKOTAH	Ger. str.	—	Boyd	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	J. Nagao	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	LENNOX	Brit. str.	2 m.	J. Missen	MELBOURNE & CO.	On 10th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KAGA MARU	Jap. str.	1 m.	St. John George	GIBB, LIVINGSTON & CO.	On 17th inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	INVERIC	Brit. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
AUSTRALIAN PORTS via TIMOR PORT DARWIN	TOSA MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 3th Oct., at Noon.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	—	H. Fraser	MELBOURNE & CO.	On 18th inst.
AUSTRALIAN PORTS via MANILA	ADENHAM	Brit. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 8th inst.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	Fand...	JAVA-CHINA-JAPAN LINE	On 30th inst., at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	1 m.	H. G. Walker	JARDINE, MATHESON & CO., LD.	Quick despatch.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Nemoto	OSAKA SHOSHU KAISHA	To-morrow, at Daylight
YOKOHAMA AND KOBE	TRANSQUEHAN	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 8th inst., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 8th inst.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	C. Dowers	MELBOURNE & CO.	About 9th inst.
JAPAN	TIPIANAS	Dut. str.	—	Belafar	HAMBURG-AMERICA LINE	On 10th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	OUNSANT	Frans. str.	—	W. W. Cooke, R.N.E.	MESSAGERIES MARITIMES	About 12th inst.
SHANGHAI via SWATOW & AMOY	WINGANG	Brit. str.	—	Barillon	HAMBURG-AMERICA LINE	On 14th inst., P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 16th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	1 m.	A. L. Valentini	JAVA-CHINA-JAPAN LINE	About 17th inst.
SHANGHAI, MOJI & KOBE	TOTOMI MARU	Jap. str.	—	J. Kabe...	OSAKA SHOSHU KAISHA	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LUZOW	Jap. str.	—	Boach	OSAKA SHOSHU KAISHA	To-morrow, at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	SILVIA	Ger. str.	—	E. Forsyth	DOUGLAS LARSEN & CO.	On 8th inst., at 2 P.M.
SHANGHAI, YOKOHAMA & KOBE	VILLE DE LA CIOTAT	Frans. str.	—	Imben	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SAMBA	Ger. str.	k.w.	T. Meyrick	JARDINE, MATHESON & CO., LD.	On 8th inst., at 9 A.M.
SHANGHAI, YOKOHAMA & KOBE	ORIENTAL	Brit. str.	—	W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	TIKALONG	Dut. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 11th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	JOHN MARU	Jap. str.	—	B. Rodger	JARDINE, MATHESON & CO., LD.	On 12th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	HAITAN	Brit. str.	2 h.	R. W. Almond	SHAW, TOMES & CO.	On 19th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	HUYCHOW	Brit. str.	1 m.	Weigall	JARDINE, MATHESON & CO., LD.	On 8th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHIRILL	Brit. str.	1 m.	F. Semblil	DAVID SASSON & CO., LTD.	Beginning of September.
SHANGHAI, YOKOHAMA & KOBE	YUNSHANG	Brit. str.	—	A. B. Gentes	DAVID SASSON & CO., LTD.	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	TEAN	Brit. str.	1 m.	A. Stewart	DAVID SASSON & CO., LTD.	On 10th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	LOONGSANG	Brit. str.	—	H. Pedone	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, YOKOHAMA & KOBE	LAYO	Brit. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	BATAVIA	Brit. str.	—			
SHANGHAI, YOKOHAMA & KOBE	MAUSANG	Brit. str.	—			
SHANGHAI, YOKOHAMA & KOBE	BORNEO	Brit. str.	—			
SHANGHAI, YOKOHAMA & KOBE	LIGHTNING	Brit. str.	—			
SHANGHAI, YOKOHAMA & KOBE	ARRATON APOCAL	Brit. str.	—			
SHANGHAI, YOKOHAMA & KOBE	FOOKSANG	Brit. str.	—			
SHANGHAI, YOKOHAMA & KOBE	CAPRI	Ital. str.	—			
SHANGHAI, YOKOHAMA & KOBE	YEDOHU MARU	Jap. str.	—			
SHANGHAI, YOKOHAMA & KOBE	TIKINI	Dut. str.	—			

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"LUTZOW"	About Wed. day 9th September.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER"	Thursday, 10th Sept. at Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Thursday, 10th Sept. at 5 P.M.
KUDAT & SANDAKAN	"BORNEO"	Beginning of September.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD, MFLCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.**  
 Hongkong, 2nd September, 1908.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

**LUXURY—SPEED—PUNCTUALITY.**  
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific to the "EMPEROR LINE" saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPEROR OF JAPAN" 8,000	...	SATURDAY, 5th Sept.	26th Sept.
"LENNOX" 8,000	...	FRIDAY, 11th Sept.	10th Oct.
"EMPEROR OF CHINA" 8,000	...	SATURDAY, 26th Sept.	17th Oct.
"MONTAGLE" 8,168	...	SATURDAY, 3rd Oct.	27th Oct.
"EMPEROR OF INDIA" 8,000	...	SATURDAY, 17th Oct.	7th Nov.
"EMPEROR OF JAPAN" 8,000	...	SATURDAY, 7th Nov.	28th Nov.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.  
 \* "EMPEROR" Steamers will depart from HONGKONG at 4 P.M.  
 \* S.S. "MONTAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe, Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 27.10.

Intermediate Stops of Steamers:  
 and let Class Railways:  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.  
 B.M.E. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.**

## NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**  
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C. AND TACOMA**  
 VIA  
**KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.**

Steamers	Tons	Captain	Sailing Date
INVERIC	4,789	Boyd	About 26th September.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to  
**DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.**  
 Hongkong, 27th August, 1908.

## MESSAGERIES MARITIMES

**FRENCH MAIL LINES.**  
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"VILLE DE LA CIOTAT"	On 14th Sept. P.M.
MARSEILLES via PORTS	"AUSTRALIEN"	On 15th Sept. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 28th Sept. P.M.
MARSEILLES via PORTS	"ERNEST SIMONE"	On 29th Sept. 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to  
**P. NALIN, ACTING AGENT, Queen's Building.**  
 Hongkong, 4th September, 1908.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**  
**"LIGHTNING."**  
 Captain A. E. Gentle, will be despatched for the above ports TO-DAY, the 5th September, at Noon, instead of as previously advertised. For Freight or Passage, apply to  
**DAVID SASSON & CO., LTD., Agents.**  
 Hongkong, 3rd September, 1908. 1239

FOR SAN FRANCISCO.

**THE Steamship**  
**"DAKOTAH."**  
 Capt. W. Ross, will be despatched as above on or about 30th September, 1908.  
 For Freight and Passage, apply to  
**STANDARD OIL CO. OF NEW YORK, Oriental Freight Department.**  
 (Hotel Mansions)  
 Hongkong, 4th September, 1908. 1263

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**STEAM FOR**  
 FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, Taking Cargo at through rates to the Brazils to Rio de Janeiro, Santos, Bahia, and Atlantic Ports.

**THE Company's Steamship**  
**"VORWAERTS."**  
 Capt. Rednars, will be despatched as above on or about the 25th September.  
 This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to  
**SANDER, WIELER & Co., Agents, Princess Buildings.**  
 Hongkong, 29th August, 1908. 3

## NATAL LINE OF STEAMERS

**THE Underwritten GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STRAM NAVIGATION Co's fortnightly service, hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.**  
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## AT A STREET CORNER.

THE MILITANT SUFFRAGIST AND HER AUDIENCE.

"People of Kensington" faltered the lady who had just stepped upon the sugarbox at the edge of the pavement.

The people of Kensington, who happened just then to be a little girl carrying a baby, stared in some astonishment. Another lady, who had been distributing bills further along the street, came back and prompted the speaker encouragingly. "Go on; that's splendid!" she said heartily.

The lady on the sugar-box who was making her debut as a speaker, went on bravely. "People of Kensington!" she repeated with a smile, "we have come here to talk about 'Votes for Women'."

"Why, it's these 'Votes for Women'!" yelled the people of Kensington, shifting the baby on to the other arm; and the speaker broke down and laughed heartily. "I really must wait for some more listeners," she protested.

"You needn't," said her more experienced companion; "you're coming along fast, they always do when they see us standing on a sugar-box! Just keep things going while I get rid of these bills, will you?"

## PERSON STRAIGHTENERS.

She moved towards two approaching ladies and handed them a circular with an insinuating smile.

"Ah! Ce sont les Suffragettes!" cried the ladies unexpectedly. "Nous sommes des Suffragettes Françaises, nous aussi! Vive la femme!"

"Oh, how splendid!" cried the English Suffragist, beaming on them. "Do stop! Nous allons avoir un bon, bon, bon! What! 'meeting'—un rendez-vous, mesdemoiselles!"

"Tiens!" gasped the French Suffragist as well they might.

At this moment, the lady on the sugarbox could be heard saying that she would now call upon her friend to address the audience; and the crowd, increasing every minute, cheered inconspicuously.

"Well, there isn't much of 'er, but give her a chance," remarked a wit, as the second speaker mounted the sugar-box. A small boy hitherto up his trousers and moved off.

"I shall turn into a woman if I stay 'ere!" he observed.

"No such luck for you my boy!" came the quick retort from the sugar-box; and the crowd grinned favourably at the speaker profited by her temporary advantage to sketch the historical aspect of the question. They listened more or less attentively, she was using, long words, for one thing, and she attempted to bring down to any imaginary level, and they naturally wanted to know that they were equal to her in understanding. But the amazing statement that women in the past had enjoyed political rights was too much for one youth.

"Where did you get that from, miss?" he demanded.

"My friend, you have forgotten your history," said the speaker. "It is an historical fact that—"

## "LIKE A WOMAN."

The interrupter turned his back upon the speaker, and addressed the audience. "Let's see!" he adjusted them, jerking his thumb over his shoulder. "Bellevue! what's she's towed! Ain't that like a woman?" Having thus disposed of the facts of history, he went on to air his own views on the Suffrage question. "Pack o' women!" he asserted. "Why don't they stay in their homes and nurse the baby? Why don't they cook the dinner? Why don't they—"

"My friends," struck in the real speaker, "this gentleman evidently thinks it is a question of time. If he will wait till I have finished—"

"Yus!" agreed a burly supporter. "You stow it, Jim, till the lady's 'ad her say!"

"But I don't want to 'ear no bloomie Suffragist!" protested the youth, angrily conscious that the crowd was no longer with him.

"My friend," laughed the lady on the box, "you certainly do want to hear the Suffragist, or you wouldn't be here, would you? Indeed, I am delighted to meet with such anxious youths to learn more about us, and I will give you all you want. The woman does not stay in the home. It is because she has to go out of it to work, or she wouldn't have a home at all."

The crowd howled again several voices advised the youth to "Give over."

"She isn't takin' a back seat this time, that's truth!" shouted a voice from somewhere.

"She's talking sense; I like sense, I do," added a woman whose arms were full of parcels. "I don't 'd' with youse myself, but I like sense!"

As soon as the approval of her allies allowed her to proceed, the speaker plunged into the economic side of her question; and this time she had no difficulty in holding her crowd, for she was telling them what she and they knew to be true, and not what a mere historian asked them to believe. So a kind of tense hush was over the huddled throng round the sugar-box, when a well-dressed woman strolled along the pavement on the outskirts of it.

"Why, I do believe that is a real live Suffragist! How chic!" she exclaimed, with an amused smile.

The speaker caught the comment, and determined to catch the woman who made it. In a minute or two the amused smile was gone, and another remark floated up to the sugar-box. "Jack, are you there? You must come and listen to this—oh, you positively must! I had no idea they were like that!"

The woman in the French hat has won, but the crowd was momentarily lost; and a wild din reigned for a moment or so, while supporters yelled for silence, and opponents sang songs.

## PERSON TO HYDE PARK.

When the noise calmed down, the Suffragist broke in again, the smile still predominating. "I can see how anxious you all are to help the Suffragists," she said sweetly; and her superb assurance carried the joking, laughing good-humoured crowd along with her. "You women who are here come to Hyde Park on Sunday June 21—"

"Oh, on, young woman; who's goin' to cook the Sunday dinner, anyway?" called an objector.

"Your wife will cook it before she starts," was the prompt rejoinder. "Or, better still, she can cook it overnight, and you can bring it with you and eat it in the Park—"

"Whit price roast pork and greens in Hyde Park?" demanded a facetious gentleman in a terrific waistcoat.

"It won't hurt you to have cold pork and salad just for once," retorted the Suffragist. "And just think how the children will love a picnic! I am sure most picnics are not nearly so amusing as ours will be, with a chance of hearing eighty women speakers at the end of it!"

"Eighty of 'em! What price 'Holloway'?" jeered the man in the waistcoat.

The speaker turned on him hotly. "If you had your vote taken from you, would you have the pluck to go to prison to get it back?" she demanded. The crowd howled wildly; and the lady in the French hat noticed that listening women who had not dared to show their approval openly, caught their breath and nodded appreciatively at the speaker when she fired up.

"If you people here don't approve of women going to prison, you can stop it by making our demonstration a success," she went on with rapid eloquence.

"Let me see, miss, what date did you say it was?" interrupted the facetious one.

"Twenty-first, man! Ham's the lady said so afore?" roared the crowd, whose sense of humour lay on another level from that of the man in the waistcoat.

There were no audible questions in the tumult that followed; and the speaker, observing to anyone who might be able to hear, that she concluded everybody there was converted, declared the meeting over and came down from her throne. She and her companion instantly became the centre of a seething, shouting, clamouring mob; and the woman in the French hat appealed to Jack to help them.

A sudden swirl of the human torrent swept them face to face with the two women, who, with their imperturbable smiles, were distributing bills right and left as they slowly wedged a way for themselves through the mob.

"I think you're splendid, so does Jack! And I'm coming to Hyde Park on the 21st—and so is Jack!" cried the woman in the French hat, flinging mere accuracy to the winds.

"Eh, what?" said Jack. —EVELYN SHARPE.

## A MAGIC CLOCK.

A PRESENT FROM AN AUSTRIAN EXPLORER.

Arrives of M. Fallières' visit to Scandinavia, M. Hugues Le Roux, who enjoyed the acquaintance of the late King Oscar of Sweden, remarks that if, while the President of the Republic is a guest at the Royal Palace of Stockholm, he examines with attention the furniture of the private apartments of the popular old monarch, he will observe on the mantelpiece of one of the salons a very curious timepiece. It represents a formidable lion, held in check by a young man of Oriental aspect, and the illusion of movement is given not only by the king of the forest and his muscular guardian, but by an ingenious mechanism which brings their members into action and causes their eyes to roll. The history of the clock with the lion and the Arab is almost as curious as the wonderful mechanism of the timepiece. It was related to M. Hugues Le Roux by King Oscar himself. While they were both looking at the clock one day, His Majesty remarked—

"It was presented to me by the celebrated explorer Nordenskjöld, who, on his way back from his voyage to the North Pole, made a stoppage at Spitzbergen. There he received one day a visit from a fisherman, who informed him that he had something to say to him in confidence. When he was admitted to the explorer he said—

"In the course of my life I have taken many strange things from these. I know that there is no limit to the might of God, but, all the same, I was much troubled when one day I hauled over the side in my net a metal box so heavy that the strands of the net were broken by the effort, and it took four men to get it from the depths of the sea on to the deck. After we got it out of the sea we were afraid to touch it. We thought it contained some sort of treasure, and the strange metal case lay a long time on the deck before we attempted to open it. Finally, we decided to find out what was inside. We made use of all sorts of tools on these plates of brass, which truly seemed possessed of some mysterious enchantment, and when at last the box was opened this is what it contained."

"The old fisherman was followed by two lusty comrades who, not without effort, brought in the heavy group of the Arab and the lion."

"Nordenskjöld looked at the men in silence for a moment, and then, turning to the old man, he said—

"You are right, my son. You could not keep this strange thing. But it is just that you should be paid for your trouble. What price do you ask of me for your night's fishing?"

"The man hesitated. Then he answered: 'Thirty crowns.'"

"Take them," said Nordenskjöld. "Now go and drink to the health of your King, and let your mind be troubled no more about this sorcery."

"I admit," continued King Oscar, "that of all the curiosities that Nordenskjöld brought me back from his cruise, the least surprising was not the clock which you saw on the chimney piece, found by a fisherman in the depths

of the Polar Sea. The specialists whom Nordenskjöld and I sent out looked at the treasure in silence. Finally they came to the conclusion that they were in the presence of one of those famous timepieces which used to be made at Augsburg, between the end of the fifteenth century and the beginning of the sixteenth. They gave it as their opinion that, thanks to its metal case, the works of the clock had been preserved in the sea and ice from deterioration as perfectly as if they had been locked up in an air-tight chamber. They promised to make the timepiece go for all its work were intact. And," added His Majesty, "you see they have kept their word. But I have not told you the whole of the almost incredible story attached to this miraculous clock. How had it found its way to the Polar Seas? Here is the explanation. All the masterpieces manufactured at Augsburg were catalogued, and a description of them was kept on record. To-day these catalogues are in the hands of erudite collectors who can trace the history of every one of these famous relics. When they heard of the story of Nordenskjöld's find they raised their hands to heaven, for in their catalogues the key to the adventure was plainly written. This particular clock had been ordered at Augsburg by the monks of a convent at Archangel, who intended to place it in their refectory. It was consigned to them by a vessel which sailed from a port in Holland, but disaster overtook the boat, and she never reached her destination. She was wrecked in the Polar Sea, and when the cargo was dispersed by the waves that part of it containing the famous clock was imprisoned in a glacier. The antiquaries were able to prove, documents in hand, all their affirmations. They possessed, if one might say so, the bill of lading of the consignment."

And King Oscar, who had himself been a sailor, concluded with a saying dear to the Scandinavian mariner: "If the sea takes all, it restores all."

## DREADNOUGHTS OF THE WORLD.

HOW THE PIONEER SHIP HAS BEEN LEFT BEHIND.

The one and only defence which the Admiralty and its backers advance when confronted with the unfulfilled promises of the last three years' shipbuilding programmes is that, since we have afloat and in commission the largest and most powerful battleship in the world, while no other Power has a ship approaching it either in size or power, there is absolutely nothing to worry about.

To a certain extent they are right; but the extent is a limited one. We have more Dreadnoughts in commission than all the rest of the naval Powers put together, for we have one and they have none. The condition of things will rapidly change as time goes on, however, and to our disadvantage, until in the spring of 1911 we shall have eight battleships of the Dreadnought era completed to eight belonging to Germany, six to the United States, five to Japan, and four to France.

Now, in 1911 we shall have completed the one ship provided for in this year's Estimates—one battleship and one armoured cruiser. What the design of these ships will be we do not yet know, but it is certain that none of the unimagination anticipations conjured up in some quarters will be realised.

MINOR IMPROVEMENTS.

The great ship will not be driven by gas-turbines, nor will she carry 13.5-in. guns. But if we re-estimate the characteristics of this ship, we know what the three ships of last year's programme will be like, as well as those of 1905-7. They are all similar to the Dreadnought in armament, but they embody minor improvements suggested by the performance of the pioneer ship of the type. They will all carry ten 12-in. guns, firing eight on either broadside, and will be so far different to the Dreadnought that they will be able to fire eight astern instead of six, and the same number (six) ahead.

To those who are constantly talking about the immense superiority of the Dreadnought to every other battleship in existence, it may be of interest to state that of all the battleships now on the stocks for the great naval Powers, the Dreadnought and her successors are, with the single exception of the French ships of the Danton class, the weakest.

A few words of explanation of each type will assist in making this plain. The general design of the British Dreadnoughts is well known. Three turrets are on the centre-line, and one on either beam, each turret containing two 12-in. guns. The centre-line turrets can be brought to bear on either broadside, and the wing turrets either ahead or astern.

## AMERICAN ADVANTAGE.

The American Dreadnoughts (Delaware and North Dakota), while having the same number of guns, have all the turrets on the centre-line, and the last but one from either end of the ship is elevated so as to fire over the turret ahead and astern very obliquely. Their broadside fire, therefore, consists of the entire heavy armament, or ten 12-in. guns, while they can fire four ahead or astern. Since naval actions are fought broadside to broadside, and not end-on, the advantage to the American vessels compared with the Dreadnought is 25 per cent.

The Brazilian and Japanese ships (people are wondering by the way, for whom the "Brazilian" ships are really intended) are of identical design, carrying twelve 12-in. guns, four turrets being on the centre-line and two on either beam, enabling ten guns to be fired on either broadside and eight ahead or astern. Taking all things into consideration, these vessels are by far the most powerfully armed of all ships now under construction. There are two of the type building for Japan and three for Brazil. The latter are all being built in England.

Closely following these ships in strength come the newer German ships. There are various rumours in circulation as to their armament, but the majority of evidences decidedly favours one of sixteen 11-in. guns. This gun fires a shot 90 lbs. less in weight than the British 12-in. weapon, but it has 50 per cent. more velocity and greater energy, and has been deliberately chosen by the German authorities after an exhaustive consideration of the subject.

## GERMAN BROADSIDE.

The arrangement of the guns in the German ships is that of a hollow diamond, whose sides are formed of three two-gun turrets. The smaller angles of the diamond rest the centre-line of the ship, each angle being marked by a turret. It will be seen, therefore, that this ship can fire ten guns in any direction, and although the smaller size of the projectile gives them a smaller weight, the greater rapidity of fire would soon turn the scale in their favour. At any rate, even on the basis of one shot per gun, her broadside is 800 lbs. and her ahead fire 2,160 lbs. heavier than the British St. Vincent.

Considerable sensation has been caused in naval circles by the announcement—well authenticated—that the Japanese are to construct no fewer than fourteen 12-in. guns. What the arrangement of the armament will be is not known, but the total volume of fire from these ships will be 40 per cent. greater than that of the Dreadnought and her successors, seven of the latter being equal to only five of the new Japanese vessel.

The only ships of the Dreadnought era to which the St. Vincent is really superior are the French ships of the Danton type—which are not Dreadnoughts at all, since their armament is not a single 12-in. gun, but mixed, consisting of four 12-in. and twelve 9.4-in. guns. This non-adherence to the Dreadnought lead—which was vigorously opposed in many quarters in France—has placed the ship at the bottom of the broadside table, and nearly bottom in ahead fire.

In the vital matter of broadside fire, the Dreadnought is beaten by the ships building for Germany, America, Japan, and Brazil; and, compared with the German ship, she is even further behind in ahead fire.—PERCIVAL A. HICKMAN in the Daily Mail.

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